



Interoffice Memo Office of Design Policy & Support

DATE: 3/16/2020

FILE: P.I.# 0015543
Elbert County / GDOT District 1 - Gainesville
Bridge Replacement – SR 77 @ Coldwater Creek
9.5 MI N of Elberton

Dane Peters

FROM: *for* R. Christopher Rudd, PE, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
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Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Kelvin Mullins, District Engineer
SueAnne Decker, District Preconstruction Engineer
Yulonda Pride-Foster, District Utilities Manager
Darrell Richardson, Project Manager
BOARD MEMBER - 9th Congressional District



Limited Scope Project Concept Report

Project Type: Bridge Replacement P.I. Number: 0015543
GDOT District: 1 County: Elbert
Federal Route Number: N/A State Route Number: 77
Project Number: N/A

Replacement of the SR 77/Hartwell Highway bridge over Coldwater Creek in Elbert County

** Report updated on 1-16-2020 & 2-13-2020 to address review comments

Submitted for approval:

10/28/2019
Consultant Designer, Atkins Hamberly W. Nesbitt Date 11/22/19
 SHP Date 11-19-19
GDOT Project Manager Date

Recommendation for approval:

* Recommendations on file - KLP

*Eric Duff 2-3-2020
State Environmental Administrator Date
*Chris Raymond 12-10-2019
for State Traffic Engineer Date
*Bill DuVall 2-5-2020
State Bridge Engineer Date
*Sue Anne Decker 11-25-2019
for District Engineer Date

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

12-5-19
State Transportation Planning Administrator Date

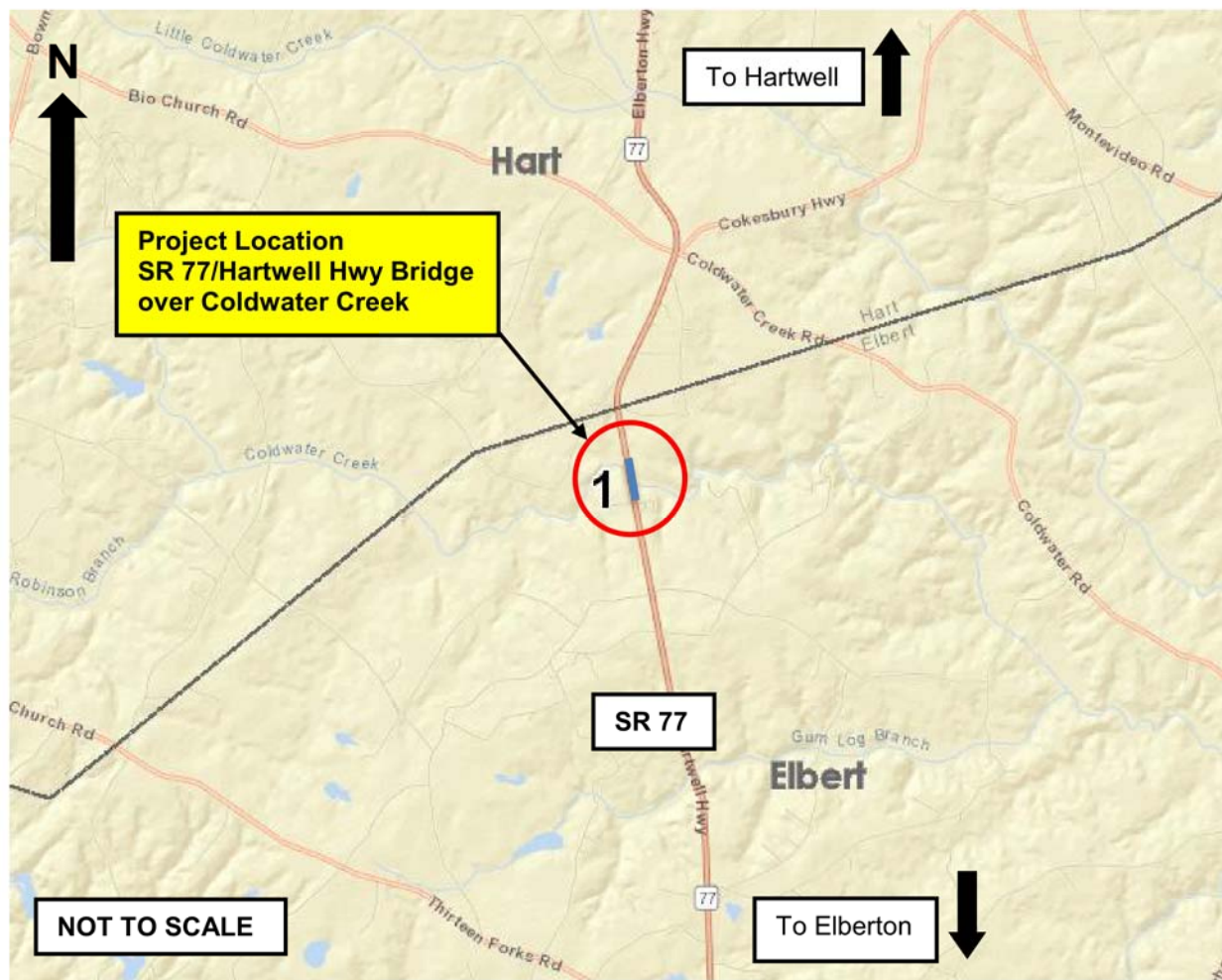
Approval:

Concur: 03-16-2020
GDOT Director of Engineering Date
Approve: 3/16/20
GDOT Chief Engineer Date

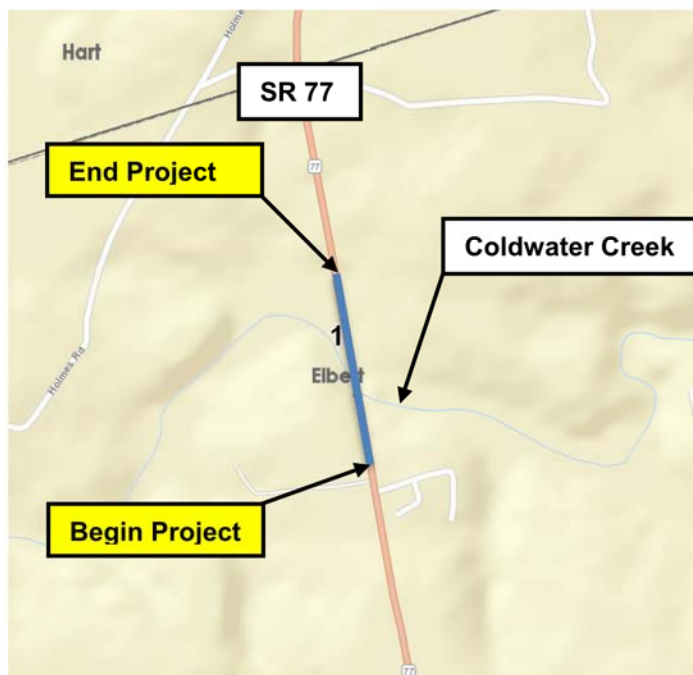
*Erik Rohde, State Project Review Engineer, recommended on 11-28-2019
*Monica Flournoy, State Materials Engineer, recommended on 12-2-2019
*Marcela Coll, State Utilities Pre-Construction Manager, recommended on 1-8-2020
*Albert Shelby, Director of Program Delivery, recommended on 11-22-2019
*Alan Hood, Airport Safety Data Program Manager, recommended on 11-22-2019

County: Elbert

PROJECT LOCATION MAP



SR 77 @ Coldwater Creek 9.5 MI N of Elberton



County: Elbert

PLANNING & BACKGROUND DATA

Prepared By: Office of Bridge Design **Date:** 4/3/2019

Project Justification Statement: The bridge on State Route 77 (Hartwell Highway) over Coldwater Creek, Structure ID 105-0012-0 was built in 1939 and further widened in 1993. The bridge consists of four spans of reinforced concrete beams on concrete caps with concrete columns on the original portion and steel piling on the widened portion. The design vehicle used was an H-15 truck, which is below current design standards. The overall condition of the bridge is fair condition. The deck is satisfactory condition with minor hairline cracking underneath as well as minor hairline cracking both transversely and longitudinally at the widening joints. The superstructure is in fair condition with beams containing end cracking and spalling. The substructure is in fair condition with minor hairline cracking at the abutments. In addition, the intermediate caps have cracks and spalls with exposed rebar. Due to the age of the structure and not meeting current design standards, replacement of this bridge is recommended.

Existing conditions: The existing typical section on SR 77/Hartwell Hwy consists of two 11-foot lanes, one in each direction. The project includes a bridge over Coldwater Creek with Structure ID 105-0012-0. The bridge consists of four spans of reinforced concrete beams on concrete caps with both concrete columns and steel piling. The existing structure used an AASHTO H-15 design loading, which is below current design standards. The bridge deck width is 42.9 feet and the bridge roadway width is 40.1 feet with 9.05-ft shoulders on both sides of the bridge. The total length of the bridge is 152 feet.

Other projects in the area:

PI 0014174: Bridge Replacement over North Fork Broad River on Currahee Lane, Under Construction

MPO: N/A - not in an MPO

TIP #: N/A

Congressional District(s): 9

Federal Oversight: ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: 24 HR T: 13.0 % Current Year (2019): 4850
Open Year (2024): 5050 Design Year (2044): 5925

Traffic Projections Performed by: Atkins

Date approved by the GDOT Office of Planning: 8/1/2019

AASHTO Functional Classification (Mainline): *Minor Arterial*

AASHTO Context Classification (Mainline): Rural

AASHTO Project Type (Mainline): Construction on existing roads

Is the project located on a NHS roadway? ☒ No ☐ Yes

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes

Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes

Is the project located on or intersect an RTOP corridor? ☒ No ☐ Yes

Is Federal Aviation Administration coordination anticipated? ☒ No ☐ Yes

County: Elbert

DESIGN AND STRUCTURAL

Description of Proposed Project: The purpose of this project is to replace GDOT Bridge 105-0012-0 on State Route (SR) 77/Hartwell Highway over Coldwater Creek in Elbert County, located north of Elberton, GA. The total length of the project is approximately 0.2 miles, beginning 680 feet south of the existing bridge abutment and ending 610 feet north of the existing bridge abutment. The proposed project consists of constructing a new bridge over Coldwater Creek that is approximately 168 feet long and 41.25 feet wide. The bridge will be constructed at the current location along the existing roadway centerline. An on-site detour would be utilized to accommodate traffic during construction.

Major Structures:

Structure	Existing	Proposed
105-0012-0	The bridge on SR 77/Hartwell Hwy over Coldwater Creek consists of four spans of reinforced concrete beams on concrete caps with both concrete and steel piles. The bridge deck width is 42.9 feet and the bridge roadway curb to curb width is 40.1 feet with 9.05 foot shoulders on both sides. The total length of the bridge is 152 feet.	The proposed structure is approximately 168 feet long by 41.25 feet wide. This includes two, 11 foot lanes and 8 feet shoulders on both sides of the bridge.

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes

ABC techniques are not anticipated due to relatively low traffic volumes.

Mainline Design Features:

SR 77/Hartwell Highway	Functional Classification: <i>Minor Arterial</i>		
Feature	Existing	*Policy	Proposed
Typical Section:			
- Number of Lanes	2		2
- Lane Width(s) (-ft)	11	11-12	11
- Median Width (-ft) & Type	N/A	N/A	N/A
- Shoulder Width (-ft) (Outside)	6	10 (4 paved)	10 (4 paved)
- Border Area Width (-ft)	N/A	N/A	N/A
- Cross Slope (%)	2%	2%	2%
- Outside Shoulder Slope (%)	6%	6%	6%
- Sidewalks (-ft)	N/A	N/A	N/A
- Auxiliary Lanes (#lanes/-ft width)	N/A		N/A
- Bike Accommodations	N/A	N/A	N/A
Posted Speed (mph)	55		55
Design Speed (mph)	Unknown	55 45 for detour bridge	55 45 for detour bridge
Minimum Horizontal Curve Radius (-ft)	Unknown	1060 – 55 mph 643 – 45 mph	N/A – 55 mph 995 – 45 mph
Maximum Superelevation Rate (%)	Unknown	6	N/A – 55 mph 5.4 – Detour
Maximum Grade (%)	Unknown	5	5
Access Control	Permit	Permit	Permit
Design Vehicle	N/A		WB-67
Pavement Type	Asphalt		Asphalt

*According to current GDOT Design Policy if applicable

County: Elbert

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: N/A**Design Variances to GDOT Standard Criteria anticipated:** N/A**Lighting required:** ☒ No ☐ Yes**Off-site Detours Anticipated:** ☒ No ☐ Undetermined ☐ Yes

Detour coordination was conducted with local EMS, school board, and district. Major concerns were given from EMS and the school board; as such, an off-site detour is not feasible.

Transportation Management Plan [TMP] Required: ☐ No ☒ YesIf Yes: Project classified as: ☒ Non-SignificantTMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: N/A**Intersection Control Evaluation (ICE) Required:** ☒ No ☐ Yes**Roundabout Concept Validation Required:** ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: None

Utility Involvements:

Telecommunications	ATT/D Telecom
Gas	City of Elberton Gas
Telecommunications	Hart Telecom
Electricity	Hart EMC
Telecommunications	Hart EMC Communication

SUE Required: ☐ No ☒ Yes – Level B**Public Interest Determination Policy and Procedure recommended?** ☒ No ☐ Yes**Right-of-Way (ROW):** Existing width: 100 ft. Proposed width: 100-120 ft.Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ UndeterminedEasements anticipated: ☐ None ☒ Temporary ☐ Permanent * ☐ Utility ☐ Other

* Permanent easements include the right to place utilities.

Anticipated total number of impacted parcels:		4
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
Total Displacements:		0

County: Elbert

Location and Design approval: ☐ Not Required ☒ RequiredImpacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: NEPA ~ CE

Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

GDOT MS4 Permit Compliance – Is the project located in a GDOT MS4 area? ☒ No ☐ YesIs Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: The proposed project would require a Section 404 Permit and Buffer Variance if construction were to impact Coldwater Creek and its buffer.

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information:

NEPA: The anticipated environmental document for the proposed project is a Categorical Exclusion. Should the project require formal Section 7 or a transportation use from a nearby Section 4(f) resource (resulting in a 4(f) Evaluation) a Categorical Exclusion would be required.

Ecology: An Ecology report has not been prepared. Early Coordination with the Georgia Department of Natural Resources and US Fish and Wildlife Service is underway. A field survey will commence following this coordination. The National Wetlands Inventory showed one riverine and freshwater pond in the project area in addition to the creek. A Section 404 permit could be required if the creek is affected by the replacement of the proposed bridge.

History: The bridge was built in 1939 and altered in 1993. The parcel located in the northeast quarter of the corridor contains a dwelling constructed in 1950 or earlier, as well as outbuildings constructed circa 1962. This is the only parcel within the corridor to contain resources that are 50 years old or older. One parcel located in the southeast quarter of the corridor contains a dwelling constructed in 1968, making it 49 years old.

Archaeology: A field survey has been completed and there were negative findings. The report is currently under GDOT review.

Noise: Noise studies have not been prepared. A Type III assessment is anticipated. However, a Type I assessment would be required if the bridge alignment is significantly altered vertically or horizontally.

Public Involvement: Early coordination letters have been sent to State and Federal stakeholders during the concept phase. There were major concerns from EMS and the school board about the proposed off-site detour, so an on-site detour is now being pursued.

County: Elbert

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Constructability/Construction: N/A

Project Meetings: Concept Team Meeting: August 8, 2019

Other coordination to date: Detour letter sent to District 1, local school board, and EMS

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Atkins
Design	Atkins
Right-of-Way Acquisition	GDOT Right of Way Office
Utility Coordination (Preconstruction)	GDOT District 1 Utility Office
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT Construction Bidding Administration Office
Construction Supervision	GDOT Construction Office
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Atkins
Environmental Mitigation	GDOT Environmental Services Office
Construction Inspection & Materials Testing	GDOT Materials and Testing Office

Project Cost Estimate Summary and Funding Responsibilities:						
	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	6/26/2019	10/17/2019	10/23/2019	8/2/2019	1/15/2020	
Funded By:	GDOT	GDOT	GDOT	GDOT	GDOT	
Programmed Cost:	\$600,000		\$250,000	\$50,000	\$2,300,000	\$3,200,000
Estimated Cost:	\$600,000	\$205,632	\$132,000	\$230,000	\$3,184,502.76	\$4,352,134.76
Total Cost Difference:						\$1,152,134.76

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

**404 Mitigation cost estimated based on grandfathered credits.

County: Elbert

ALTERNATIVES DISCUSSION

Preferred Alternative: Construct a new bridge approximately 168-ft long by 41.25-ft wide on existing centerline alignment by shifting traffic to utilize on-site detour with an anticipated 120-ft long temporary bridge constructed to the east (downstream) of the existing alignment.			
Estimated Property Impacts:	4 Parcels	Estimated Total Cost:	\$4,352,134.76
Estimated ROW Cost:	\$132,000	Estimated CST Time:	24 Months
Rationale: The on-site detour route to the east of the existing bridge maintains the proposed alignment in it's current location while preventing the delays that result from a long offsite detour. The detour bridge is proposed east of the existing bridge. West of the bridge the creek makes a sharp turn to the north and runs parallel to the road. Moving the detour bridge to the west of the existing bridge would require a much longer temporary bridge to transverse the creek, which would further increase temporary bridge construction costs and environmental mitigation costs. As such, it is recommended the detour bridge be placed on the east side of the existing bridge.			

No-Build Alternative: Retain existing bridge			
Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	None
Rationale: This alternative would not meet the project justification as the structural integrity of the bridge is insufficient and requires replacement.			

Alternative 1: Construct a new bridge approximately 168-ft long by 41.25-ft wide on existing centerline alignment utilizing an off-site detour route.			
Estimated Property Impacts:	3 Parcels	Estimated Total Cost:	\$3,157,894.05
Estimated ROW Cost:	\$121,000	Estimated CST Time:	12 Months
Rationale: This alternative would close the bridge to traffic and provide an off-site detour during construction. The proposed detour would reroute traffic from SR 77 via SR 72, SR 17, and SR 172. The local traffic would have the option to use local paved roads for shorter distance. The additional distance detour route for trucks is approximately 8.7 miles. Detour letters were transmitted to Elbert County schoolboard and EMS, and neither party was in support of a detour route due to increased travel time for school buses and emergency responders. As such, the offsite detour is not a preferred alternative.			

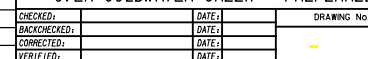
Alternative 2: Construct a new bridge approximately 168-ft long by 41.25-ft wide offset from the existing centerline alignment.			
Estimated Property Impacts:	4 Parcels	Estimated Total Cost:	\$4,119,973.28
Estimated ROW Cost:	\$200,000	Estimated CST Time:	18 Months
Rationale: This alternative would construct the proposed bridge approximately 50 feet east of the existing alignment. The existing bridge would be utilized during construction. The existing alignment at the bridge is on a tangent section of the road. Under this alternative, there would be unexpected curves in the road to transition from the tangent section to the proposed offset bridge, and then back to the existing alignment. This alternative would also result in a greater acquisition of right of way to accommodate the shifted alignment. As such, this alternative is not preferred.			

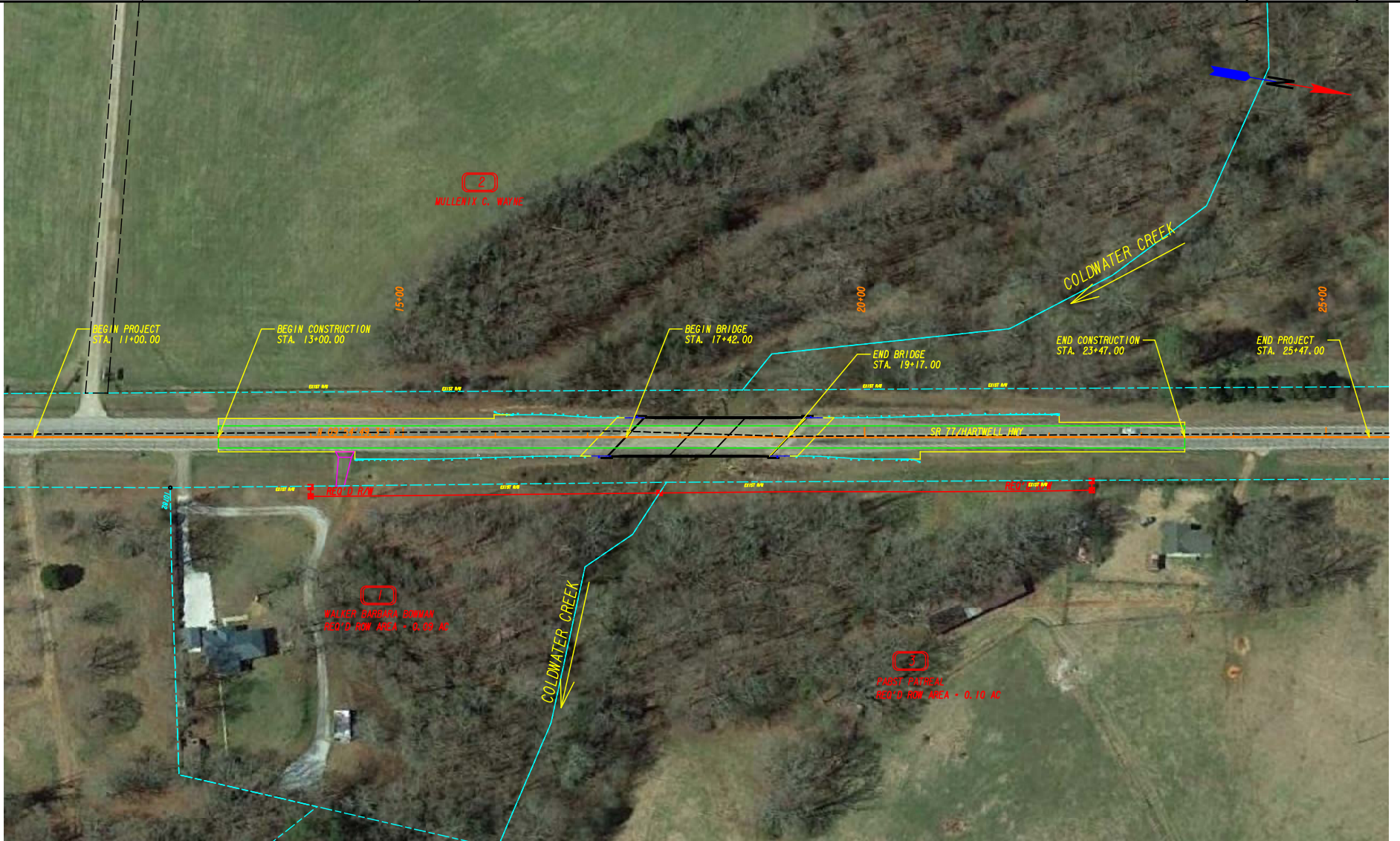
Additional Comments/ Information:

County: Elbert

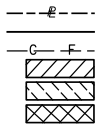
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment forms
 - c. Cost Increase Letter
 - d. Right-of-Way
 - e. Environmental Mitigation
 - f. Utilities
4. Concept Utility Report
5. Crash summaries – Not Included
6. Traffic Projections
7. S I & A Report
8. Concept Team Meeting Minutes
9. Detour Coordination





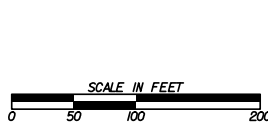
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

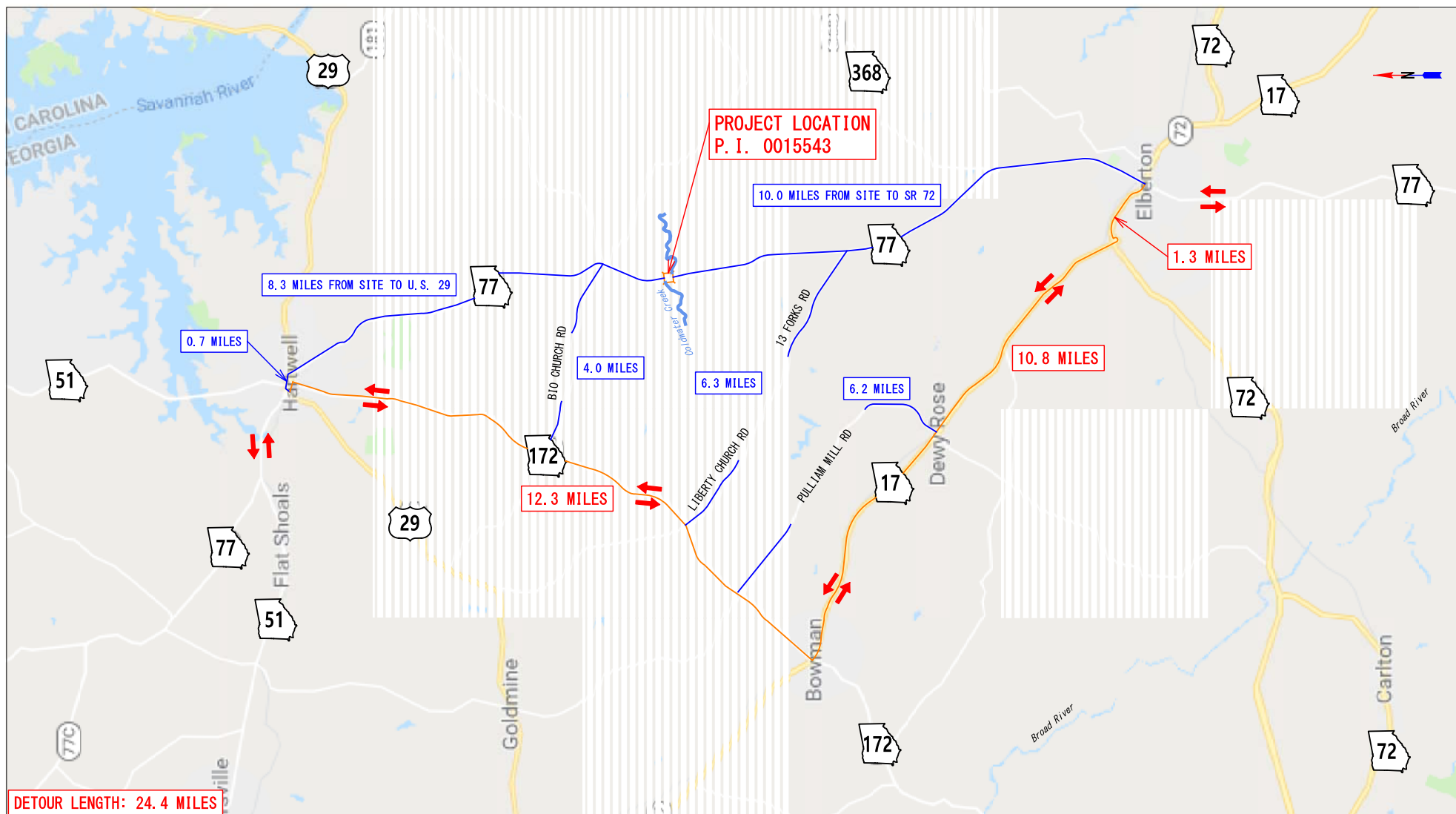


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REVISION DATES		

CONSTRUCTION PLAN			
SR 77/HARTWELL HWY			
OVER COLDWATER CREEK - ALTERNATIVE 1			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:		
CORRECTED:	DATE:		
VERIFIED:	DATE:		



LEGEND

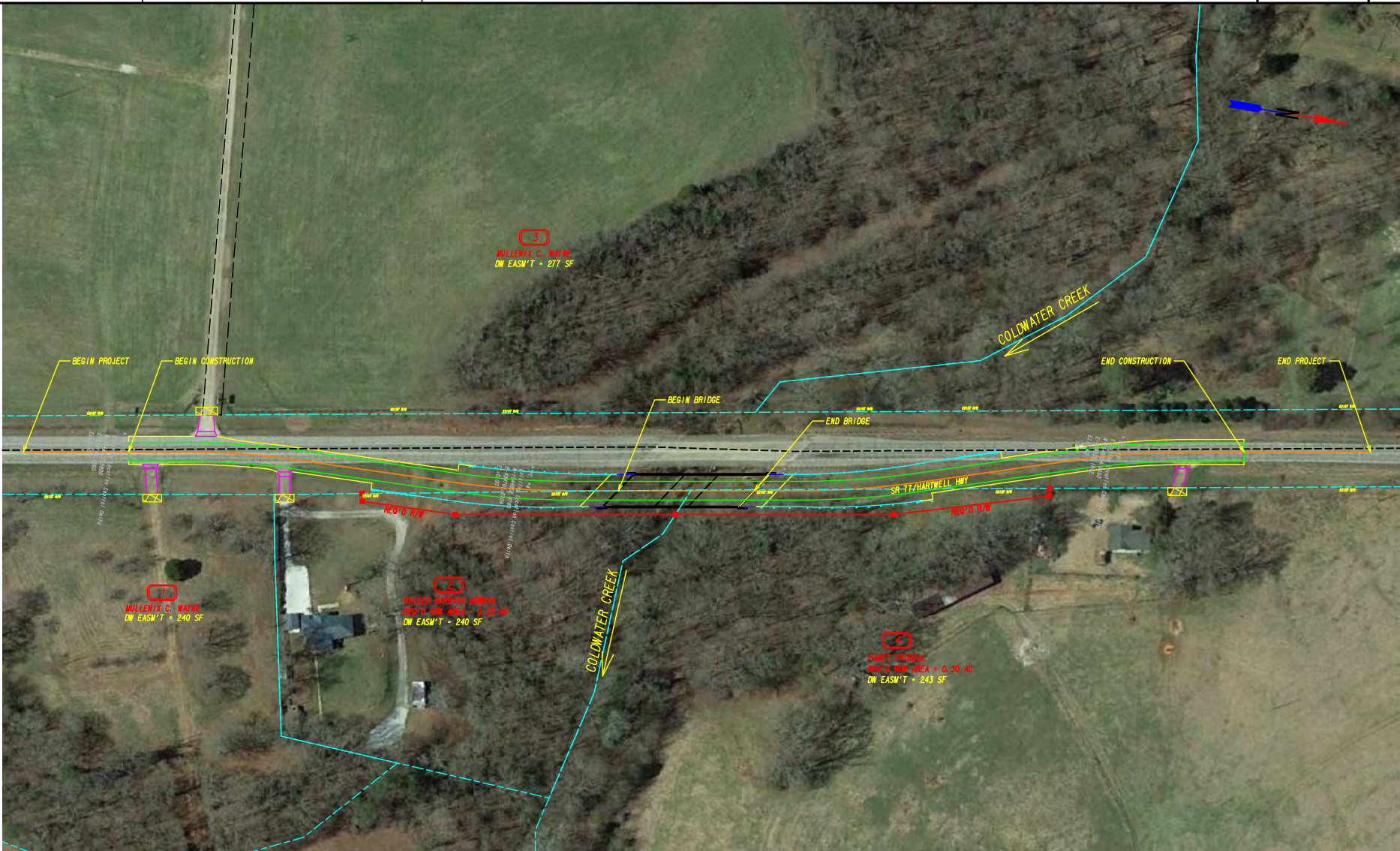
- PROPOSED DETOUR ROUTE
- OPEN TO LOCAL TRAFFIC

ATKINS

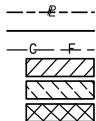
GDOT
Georgia Department of Transportation

PI 0015543 ELBERT COUNTY
BRIDGE REPLACEMENT
SR 77 @ COLDWATER CREEK
PUBLIC DETOUR

N.T.S.



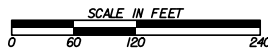
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

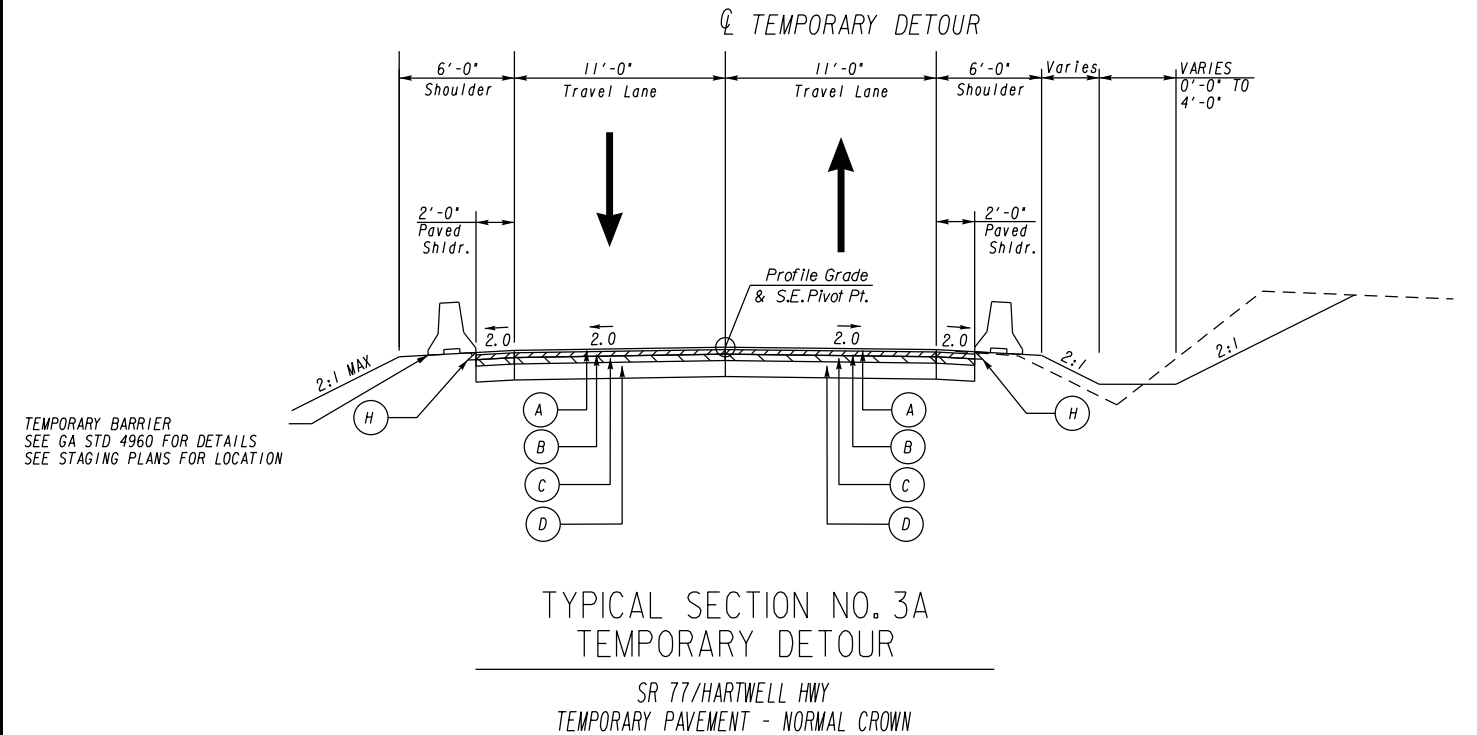
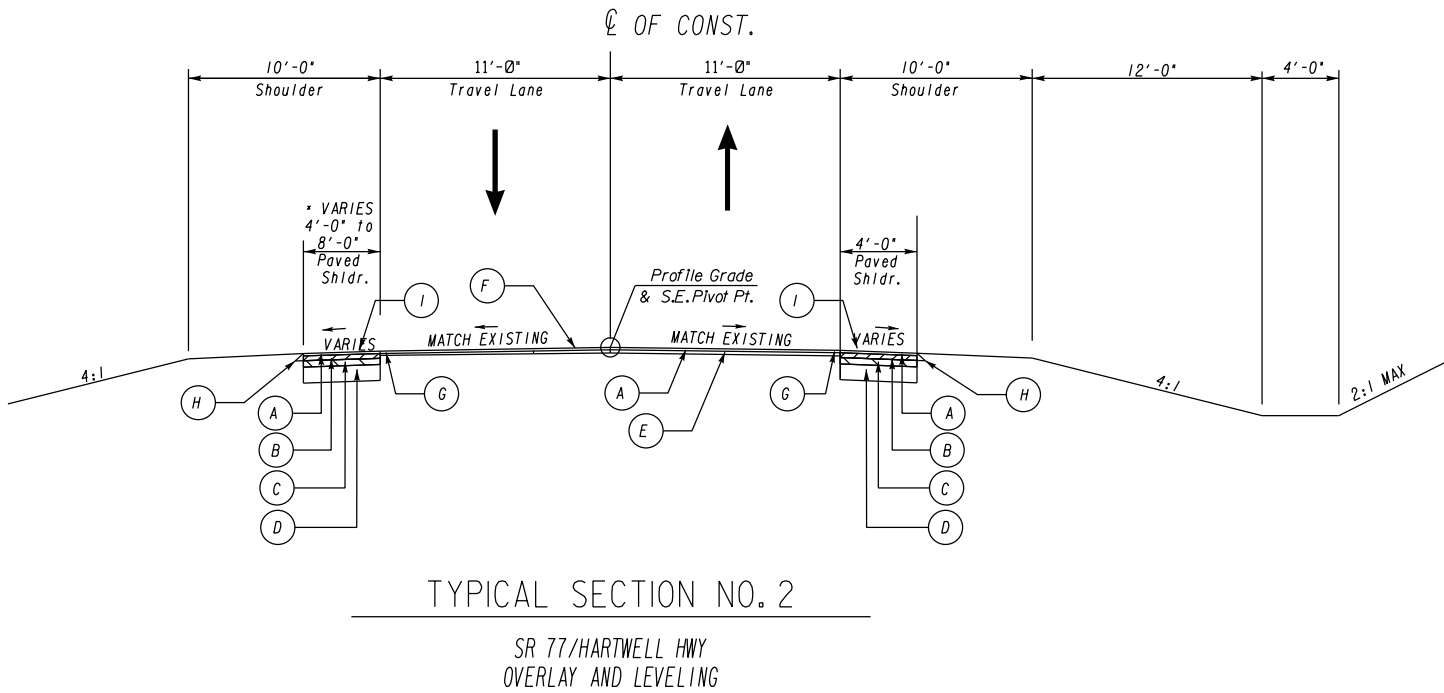
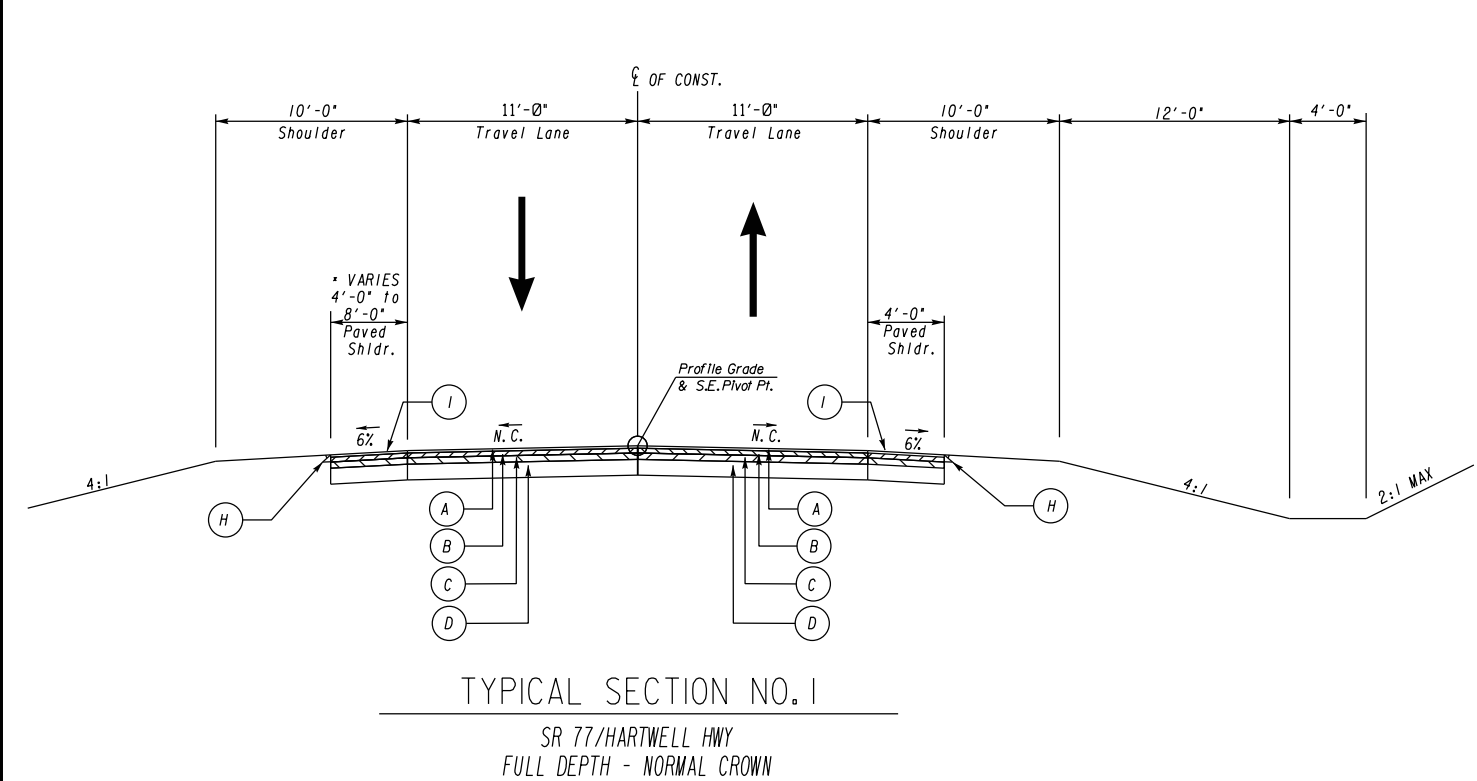


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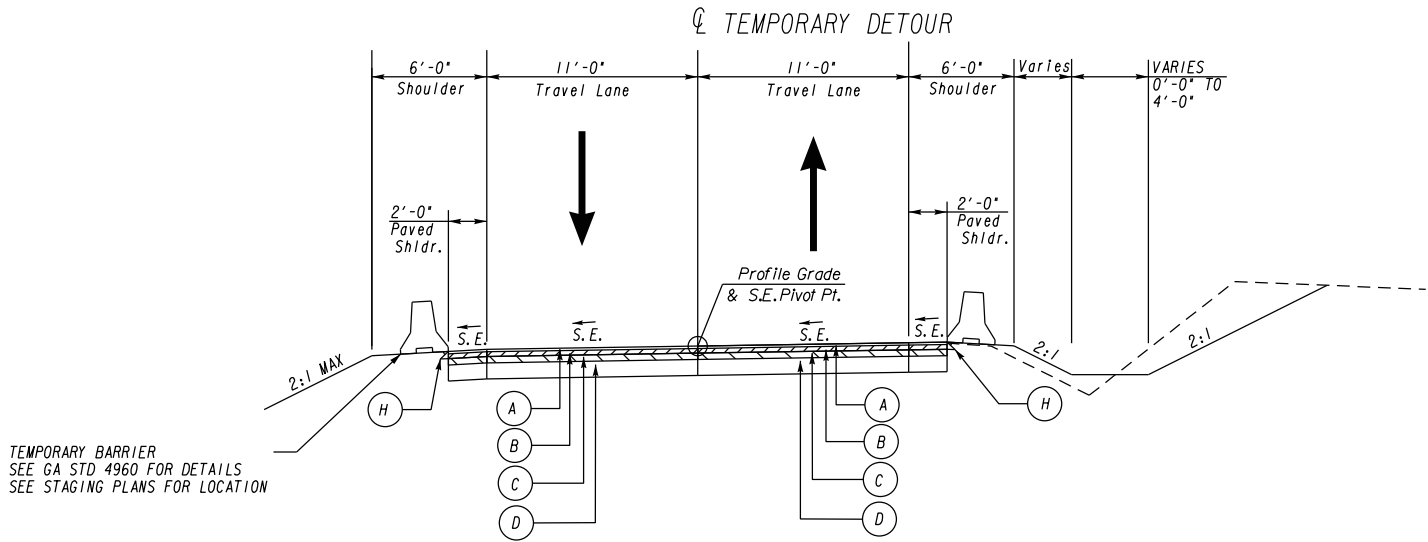
REVISION DATES		

CONSTRUCTION PLAN			
SR 77/HARTWELL HWY			
OVER COLDWATER CREEK - ALTERNATIVE 2			
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CORRECTED:	DATE:		
VERIFIED:	DATE:		

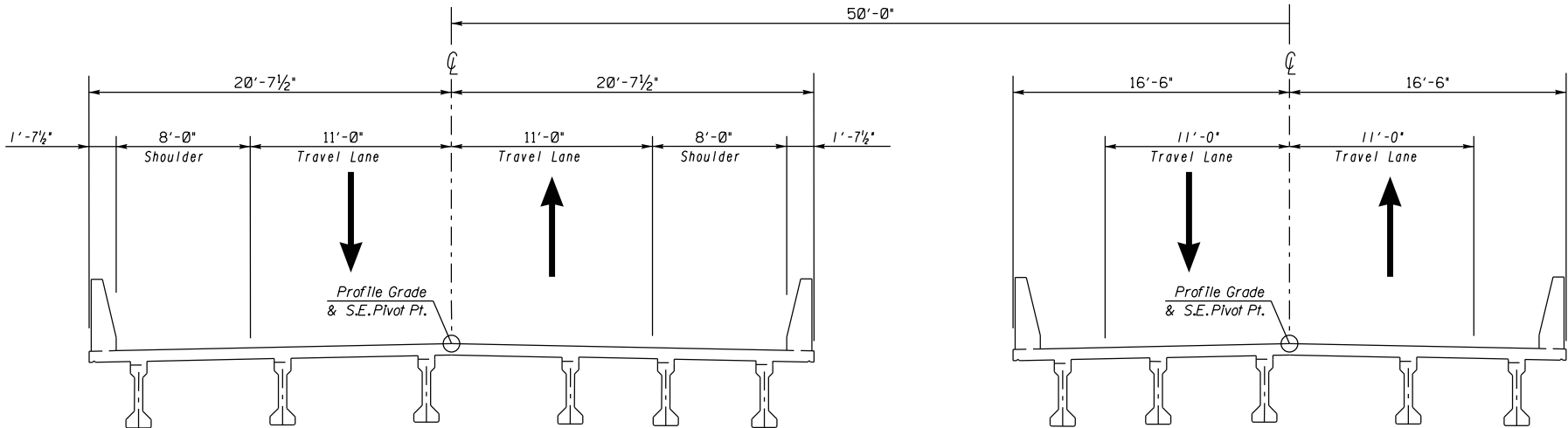


* PAVED SHOULDER WILL BE 8 FEET WIDE TO MATCH THE EXISTING CONDITION ON SR 77 SOUTHBOUND, SOUTH OF THE BRIDGE.

PAVEMENT MATERIAL SCHEDULE	
(A)	RECYCLED ASPH. CONC. 9.5 mm SUPERPAVE, TYPE II, BLEND 1, INCL. BITUM MAT'L & H LIME, 135 LBS./SY
(B)	RECYCLED ASPH. CONC. 19 mm SUPERPAVE, GP 1 OR GP 2, INCL. BITUM MAT'L & H LIME, 220 LBS./SY
(C)	RECYCLED ASPH. CONC. 25 mm SUPERPAVE, GP 1 OR GP 2, INCL. BITUM MAT'L & H LIME, 330 LBS./SY
(D)	GRADED AGGREGATE BASE COURSE, 10"
(E)	RECYCLED ASPH. CONC. LEVELING, INCL. BITUM. MAT'L & H LIME
(F)	MILL ASPH CONC PVMT, 1 1/4" DEPTH
(G)	PVMT REINF FABRIC STRIPS, TP 2, 18 IN WIDTH
(H)	PAVEMENT EDGE TREATMENT SEE GA DETAIL P-7 FOR DETAILS
(I)	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)



TYPICAL SECTION NO. 3B
TEMPORARY DETOUR
SR 77/HARTWELL HWY
TEMPORARY PAVEMENT - SUPERELEVATION



BRIDGE TYPICAL SECTION
PROPOSED BRIDGE
TEMPORARY DETOUR BRIDGE

PAVEMENT MATERIAL SCHEDULE	
(A)	RECYCLED ASPH. CONC. 9.5 mm SUPERPAVE, TYPE II, BLEND 1, INCL. BITUM MAT'L & H LIME, 135 LBS./SY
(B)	RECYCLED ASPH. CONC. 19 mm SUPERPAVE, GP 1 OR GP 2, INCL. BITUM MAT'L & H LIME, 220 LBS./SY
(C)	RECYCLED ASPH. CONC. 25 mm SUPERPAVE, GP 1 OR GP 2, INCL. BITUM MAT'L & H LIME, 330 LBS./SY
(D)	GRADED AGGREGATE BASE COURSE, 10"
(E)	RECYCLED ASPH. CONC. LEVELING, INCL. BITUM. MAT'L & H LIME
(F)	MILL ASPH CONC PVMT, 1 1/4" DEPTH
(G)	PVMT REINF FABRIC STRIPS, TP 2, 18 IN WIDTH
(H)	PAVEMENT EDGE TREATMENT SEE GA DETAIL P-7 FOR DETAILS
(I)	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)

0015543_ConceptPREF_CES_1.15.20
STATE HIGHWAY AGENCY

DATE : 01/09/2020
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0015543_ALT1 SPEC YEAR: 13
DESCRIPTION: SR 77 @ COLDWATER CREEK_ONSITE DETOUR

ITEMS FOR JOB 0015543_ALT1

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0015543	1.000	50000.00	50000.00
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	80812.00	80812.00
0020	210-0100		LS	GRADING COMPLETE - 0015543	1.000	350000.00	350000.00
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3730.000	33.28	124159.32
0030	402-1812		TN	RECYL AC LEVELING, INC BM&HL	400.000	120.97	48389.42
0033	402-3102		TN	REC AC 9.5 MM SP, TPII, BL 1 INCL BM & HL	500.000	120.22	60114.96
0035	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	1215.000	102.89	125018.91
0040	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	810.000	104.66	84777.42
0045	413-0750		GL	TACK COAT	148.000	2.89	427.72
0055	433-1000		SY	REINF CONC APPROACH SLAB	277.000	211.82	58675.96
0078	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	140.000	11.32	1585.63
0079	540-1102		LS	REM OF EX BR, BR NO - 105-0012-0	1.000	304000.00	304000.00
0125	634-1200		EA	RIGHT OF WAY MARKERS	5.000	153.70	768.54
0130	641-1100		LF	GUARDRAIL, TP T	85.000	78.34	6659.07
0135	641-1200		LF	GUARDRAIL, TP W	685.000	23.78	16293.32
0249	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	2.000	3098.89	6197.78
0254	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 0015543	1.000	908250.00	908250.00
0255	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24	500.000	61.34	30671.52
0269	603-7000		SY	PLASTIC FILTER FABRIC	500.000	4.47	2235.97
0270	163-0232		AC	TEMPORARY GRASSING	1.500	692.17	1038.27
0275	163-0240		TN	MULCH	10.000	333.87	3338.74
0280	163-0300		EA	CONSTRUCTION EXIT	2.000	1866.16	3732.33
0289	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	200.000	15.46	3093.69
0290	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1500.000	1.23	1852.05
0305	165-0101		EA	MAINT OF CONST EXIT	2.000	796.80	1593.61
0310	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	253.83	1015.34
0315	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	694.56	16669.58
0325	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3000.000	3.90	11707.23
0330	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	600.000	2.72	1633.81
0335	700-6910		AC	PERMANENT GRASSING	3.000	1393.53	4180.60
0340	700-7000		TN	AGRICULTURAL LIME	6.000	249.40	1496.45

STATE HIGHWAY AGENCY

DATE : 01/09/2020

PAGE : 2

JOB ESTIMATE REPORT

0345	700-8000	TN	FERTILIZER MIXED GRADE	1.400	735.38	1029.54
0350	700-8100	LB	FERTILIZER NITROGEN CONTENT	500.000	2.41	1206.93
0355	716-2000	SY	EROSION CONTROL MATS, SLOPES	5150.000	1.12	5786.69
0365	636-1036	SF	HWY SGN,TP1MAT,REFL SH TP 11	50.000	20.91	1045.59
0370	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	30.000	20.12	603.75
0375	636-2070	LF	GALV STEEL POSTS, TP 7	150.000	9.34	1402.30
0384	610-6515	EA	REM HIGHWAY SIGN, STD	2.000	30.51	61.03
0385	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	8862.46	17724.92
0390	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	2610.000	1.01	2647.24
0395	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	2610.000	1.04	2722.18
0400	654-1001	EA	RAISED PVMT MARKERS TP 1	68.000	6.96	473.93
0404	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	350.000	8.62	3019.30
0405	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	350.000	8.92	3125.49
0410	456-2012	GLM	INTENT. RUMB. STRIPS - GRND-IN-PL (CONT)	0.450	1600.52	720.24
0415	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	1300.28	2600.56
0420	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	1.000	116.75	116.75
0425	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	4.000	19.12	76.49
0430	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	1.000	261.01	261.02
0435	441-0303	EA	CONC SPILLWAY, TP 3	4.000	2406.01	9624.08
0440	550-1180	LF	STM DR PIPE 18,H 1-10	100.000	63.24	6324.46
0445	550-2180	LF	SIDE DR PIPE 18,H 1-10	30.000	45.47	1364.36
0450	550-3318	EA	SAFETY END SECTION 18,STD,4:1	2.000	797.41	1594.83
0454	550-3418	EA	SAFETY END SECTION 18,SD,4:1	2.000	607.99	1215.99
0455	550-4218	EA	FLARED END SECT 18 IN, ST DR	2.000	779.64	1559.29
0460	150-5010	EA	TRAF CTRL,PORTABLE IMPACT ATTN	4.000	8838.36	35353.45
0465	620-0100	LF	TEMP BARRIER, METHOD NO. 1	1360.000	41.33	56221.99
0470	318-3000	TN	AGGR SURF CRS	40.000	36.11	1444.72
0475	441-0016	SY	DRIVEWAY CONCRETE, 6 IN TK	61.000	61.39	3744.82
0480	432-5010	SY	MILL ASPH CONC PVMT,VARB DEPTH	787.000	9.98	7855.64
0485	541-0001	LS	DETOUR BRIDGE - 0015543 - 120 FT X 33 FT	1.000	237600.00	237600.00

ITEM TOTAL	2718916.80
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INFLATED ITEM TOTAL	2718916.80
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TOTALS FOR JOB 0015543_ALT1

ESTIMATED COST:	2718916.82
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CONTINGENCY PERCENT (0.0):	0.00
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ESTIMATED TOTAL:	2718916.82
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Interoffice Memo

FILE

PI NUMBER	0015543	PROJECT DESCRIPTION	SR 77/Hartwell Hwy Bridge Replacement over Coldwater Creek
OFFICE	Program Delivery		
DATE	Wednesday, January 15, 2020		

From: Albert V. Shelby, III, State Program Delivery Administrator

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

Project Manager:	Darrell Richardson
Management Let Date:	
Management Right of Way Date:	

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Programmed Costs (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	\$2,300,000.00	01/15/2020	\$3,184,502.76
RIGHT OF WAY	\$250,000.00	10/22/2019	\$132,000.00
UTILITIES	\$50,000.00	08/02/2019	\$230,000.00

Explanation for Cost Increase and Contingency Justification:


The proposed construction cost increased approximately 38% due the proposed alternative including quantities an on-site detour bridge. The proposed utility cost increased approximately 360% due to the required relocation of utilities due to the proposed on-site detour bridge.

Attachments:

Cost Increase Letter, QC/QA Certification, Detailed Cost Estimate Printout, Utilities Cost Estimate, ROW Cost Estimate, Environmental Mitigation Cost Estimate, Cost Estimate Worksheet

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	Atkins
Printed Name:	Thao Nguyen
Title:	Project Manager
Signature:	
Date:	1/15/2020

[illegible]



Atkins North America, Inc.
1600 RiverEdge Parkway, NW, Suite 700
Atlanta, Georgia 30328

Telephone: +1.770.933.0280

www.atkinsglobal.com/northamerica

January 15, 2020

Darrell Richardson
Project Manager
GDOT Office of Program Delivery
600 West Peachtree Street, Suite 1550
Atlanta, GA 30308

SUBJECT: Description of Cost Increase for PI No. 0015543 SR 77/Hartwell Highway Bridge
Replacement over Coldwater Creek, located in Elbert County, Georgia

Dear Mr. Richardson:

The intent of this letter is to provide justification to the increased construction cost shown in the current cost estimate compared to what is shown in GDOT's programmed cost database. The current construction programed estimate is \$2,300,000. As part of our final design for a bridge replacement, estimated quantities with associated costs were put into GDOT's Cost Estimating System (CES) using the most recent construction bid item costs. The majority of the cost increase is due to updating the paving and bridge quantities for the inclusion of an on-site temporary detour bridge. We included the cost for both the addition and removal of the detour bridge, as well as the additional temporary pavement quantities needed. As a result, the estimated construction cost increased to \$3,184,502.76. This cost is consistent with other bridge projects with temporary work bridges in the state.

Sincerely,

ATKINS North America, Inc.

A handwritten signature in black ink, appearing to read "Thao Nguyen", with a long horizontal flourish extending to the right.

Thao Nguyen
Project Manager

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/22/2019
Revised:

Project: N/A
County: Elbert
PI: 15543

Description: Bridge Replacement
Project Termini: SR 77/Hartwell Hwy @ Coldwater Creek - Alternative 1

Existing ROW: Varies
Parcels: 6 Required ROW: Varies

Land and Improvements \$2,900.25

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$0.00

Valuation Services \$21,875.00

Legal Services \$41,550.00

Relocation \$13,500.00

Demolition \$0.00

Administrative \$52,000.00

TOTAL ESTIMATED COSTS \$131,825.25

TOTAL ESTIMATED COSTS (ROUNDED) \$132,000.00

Preparation Credits	Hours	Signature

Prepared By:

Approved By:



CG#:

3213

(DATE)

10.23.19

CG#:

(DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate



Estimated Environmental Mitigation Costs

Bridge Replacement on SR 77/Hartwell Highway over Coldwater Creek

PI No. 0015543

Elbert County

October 17, 2019

<i>Jurisdictional Stream Impacts</i>		
Stream Name	Length of Impacts	Credits
PS	192 LF	192.00 (2018)
Total	192 LF	192.00 (2018)

Stream Credits	\$89.25/credit
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Estimated Stream Mitigation Costs	\$205,632.00
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<i>Jurisdictional Wetland Impacts</i>	
Wetland Name	Area
N/A	N/A
Total	N/A

Estimated Wetland Mitigation Costs	\$0.00
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Total Estimated Mitigation Costs	\$205,632.00
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*Calculations based on 2018 USACE SOP and Estimated Costs for Mitigation Credits (from GDOT January 2019). 2018 credits would apply to this project, which was used to calculate dollar amount.



Interoffice Memo

FILE

Project No: n/a
County: Elbert
P.I.#: 0015543

Office: GAINESVILLE
Date: August 2, 2019

Description: *SR 77/Hartwell Highway over Coldwater Creek 9.5 Miles N of Elberton - Bridge Replacement*

FROM Yulonda Pride-Forster, District Utilities Manager

TO Darrell Richardson, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	In Contract/CIA (Non-Reimbursable)	Estimate Based on
Hart EMC	\$70,000.00	\$0.00	\$0.00	Site Visit / Available Drawings
City of Elberton Gas	\$0.00	\$52,500.00	\$0.00	Site Visit / Available Drawings
A T & T	\$0.00	\$30,600.00	\$0.00	Site Visit / Available Drawings
Hart Telecom	\$0.00	\$30,600.00	\$0.00	Site Visit / Available Drawings
Hart EMC Communication	\$12,600.00	\$0.00	\$0.00	Site Visit / Available Drawings
Total 100.00%	\$82,600.00	\$113,700.00	\$0.00	
Department Responsibility 100.00%	\$82,600.00	\$0.00	\$0.00	
Utility Owner Responsibility 0.00%	\$0.00	\$113,700.00	\$0.00	PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If Alternate 1 is selected it would result in an increase in the Reimbursable Utility Relocation Cost. Hart EMC Distribution would increase to approximately \$210,000 and Hart Communication would increase to approximately \$20,000. In addition Alternate 1 would require additional time for Utility Relocation.

If additional information is needed, please contact Lynn Palmer at 770-533-8319.

cc: Patrick Allen, State Utilities Administrator
Vacant, State Utilities Preconstruction Manager
???, Designer
Sue Anne Decker, District Preconstruction Engineer
Shane Jones, Area Manager

Concept Utility Report

Project Number: N/A

District: One

County: Elbert

Prepared by: Butch Jones

P.I. # 0015543

Date: August 2, 2019

Project Description: SR 77/Hartwell Hwy @ Coldwater Creek 9.4 Miles N of Elberton - Bridge Replacement

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? Yes

Level: ☐ A ☒ B ☐ C ☐ D

Public Interest Determination (PID):

☐ Automatic ☐ Mandatory ☐ Consideration ☒ No Use ☐ Exempt

Is a separate utility funding phase recommended? No

Potential Project (Schedule/Budget) Impacts: If Alternate 1 is used it will result in an increase in reimbursable utility relocations and additional time for utility relocation.

Capital Improvement Projects (Utilities) Anticipated in the Area: N/A

Project Specific Recommendations for Avoidance/Mitigation: Recommend using Concept Preferred Location for construction.

Right of Way Coordination: Negotiate Permanent Easements with Utility Clause or purchase as Right of Way.

Environmental Coordination: N/A

Additional Remarks: If Alternate 1 is used for construction could result in an additional \$230,000 in relocation cost and an additional 3-4 months for utility relocations.

Utilities have facilities within the project limits.

Utilities have been identified using Georgia811 and/or field visits.

Facility Owner	Facility Owner Contact Email Address	Existing Facilities/ Appurtenances	General Description of Location	Facilities to Avoid <i>approx. limits</i>	Facilities Retention Recommended <i>approx. limits</i>	Comments
Hart EMC	Glenn Cleveland	6 Power Distribution Poles	Entire Project	N/A	N/A	N/A
Hart EMC Communication	Glenn Cleveland	Attached to 6 Power Distribution Poles	Entire Project	N/A	N/A	N/A
Hart Telephone	Damien Bowen	Attached to 6 Power Distribution Poles & Buried through Entire Project.	Entire Project	N/A	N/A	N/A
City of Elberton Gas	David Pressley	Buried through Entire Project on West Side of Roadway	Entire Project	N/A	N/A	N/A
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

Note: To add additional rows, click the bottom right corner of the box above, then click the blue + that will appear. Please add additional rows prior to entering text.



Interoffice Memo

FILE: Elbert County
P.I. # 0015543

DATE: August 1, 2019

FROM: Paul Tanner, State Transportation Planning Administrator

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Darrell Richardson

SUBJECT: Design Traffic Forecast for SR 77 (Hartwell Hwy) @ Coldwater Creek bridge replacement

Per request, we have reviewed the consultant's design traffic forecast for the above project. Based on the information furnished, we find the design traffic forecast to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecast for the above project is attached.

If you have any questions concerning this information please contact Andre Washington at 404-631-1925.

Keith McCage
HNTB
Design Traffic Consultant to GDOT
404-946-5731

RPT/KAM

ATKINS
1600 Riveredge
Parkway, Suite 700,
Atlanta, GA 30328

MEMORANDUM TO: Darrell Richardson
Georgia Department of Transportation, Office of Program Delivery

FROM: Jimmy Adams, AICP
Atkins

DATE: July 18th, 2019

SUBJECT: Traffic Assignments for PI#0015543, Elbert County, Hartwell
Hwy (SR 77) Bridge Replacement over Coldwater Creek

Atkins is furnishing Traffic Assignments for the above project as follows:

BRIDGE- ID 105-0012-0

	2019 (Existing Year)	2024 (Base Year)	2026 (Base Year +2)	2044 (Design Year)	2046 (Design Year + 2)
AADT	4850	5050	5125	5925	6025
DHV (AM/PM)	390/ 410	405/ 430	410/ 435	475/ 505	480/ 510
K% (AM/PM)	8.0%/ 8.5%				
D% (AM/PM)	52.0%/ 51.5%				
24 HR. T% - S.U.	9.0%				
24 HR. T% - COMB.	4.0%				
24 HR. T% - TOTAL	13.0%		Same as Existing Year		
T% - S.U. (AM/PM)	11.5%/ 6.0%				
T% - COMB. (AM/PM)	3.0%/ 1.5%				
T% - TOTAL (AM/PM)	14.5%/ 7.5%				

If you have any questions concerning this information, please contact Jimmy Adams, AICP at (678) 247-2474 or jimmy.adams@atkinsglobal.com.

Processed Date:Jun-24-2019 12:48:24 PM

Parameters: Bridge Serial Number

Bridge Serial Number: 105-0012-0

County: Elbert

SUFF. RATING: 77.5

Location & Geography		218 Datum:		0- Not Applicable		Signs & Attachments	
Structure ID:	105-0012-0	*19 Bypass Length:	4			225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
200 Bridge Information:	04	*20 Toll:				242 Deck Drains:	1- Open Scuppers.
*6 Feature Intersected:	COLDWATER CREEK	*21 Maintenance Responsibility:		3- On a Free Road or Non-Highway		243A Parapet Location:	0- None present.
*7A Route Number Carried:	SR00077	*22 Owner:		01-State Highway Agency.		243B Parapet Height:	0.00
*7B Facility Carried:	SR 77	*31 Design Load:		2- H 15		243C Parapet Width:	0.00
9 Location:	9.5 MIN OF ELBERTON	37 Historical Significance:		5- Not eligible for the National Register of Historic Places		238A Curb Height:	0.0
2 GDOT District:	4841100000 - D1 DISTRICT ONE GAINESVILLE	205 Congressional District:	009			238B Curb Material:	0- None.
*91 Inspection Frequency:	24 Date: Nov-07-2018	27 Year Constructed:	1939			239A Handrail Left:	9- Concrete New Jersey Type Barrier.
92A Fracture Critical Insp. Freq:	0 Date: Feb-01-1901	106 Year Reconstructed:	1993			239B Handrail Right:	9- Concrete New Jersey Type Barrier.
92B Underwater Insp Freq:	0 Date: Feb-01-1901	33 Bridge Median:	0-None			*240 Median Barrier Rail:	0- None.
92C Other Spec. Insp Freq:	0 Date: Feb-01-1901	34 Skew:	45			241A Bridge Median Height:	0
*4 Place Code:	00000	35 Structure Flared:	No			241B Bridge Median Width:	0
*5A Inventory Route(O/U):	1	38 Navigation Control:	0- Navigation is not controlled by an Agency			*230A Guardrail Location Direction Rear:	6- Both sides, approach and continuous.
5B Route Type:	3 - State	213 Special Steel Design:	0- Not applicable or other			*230B Guardrail Location Direction Fwrd:	6- Both sides, approach and continuous.
5C Service Designation:	1- Mainline	267A Type Paint Super Structure:	3- Epoxy Mastic, Year : 0000			*230C Guardrail Location Opposing Rear:	0- None.
5D Route Number:	00077	267B Type Paint Sub Structure:	3- Epoxy Mastic Year : 1993			*230D Guardrail Location Opposing Fwrd:	0- None.
5E Directional Suffix:	0. Not applicable	*42A Type of Service On:	1-Highway			244 Approach Slab:	3- Forward and Rear.
*16 Latitude:	34 - 14.7120	*42B Type of Service Under:	5-Waterway			224 Retaining Wall:	0- None.
*17 Longitude:	82 - 53.9838	214A Movable Bridge:	0			233 Posted Speed Limit:	55
98A Border Bridge:	0	214B Operator on Duty:	0			236 Warning Sign:	No
99 ID Number:	000000000000000000	203 Type Bridge:	0 - Multiple combinations (be sure the different types are on file).			234 Delineator:	No
*100 STRAHNET:	0- The Feature is not a STRAHNET route.	259 Pile Encasement:	N. Steel-Concrete O. Concrete O. Concrete			235 Hazard Boards:	No
12 Base Highway Network:	Yes	*43A Structure Type Main material:	2			237A Gas:	00- Not Applicable
13A LRS Inventory Route:	1051007700	*43B Structure Type Main Type:	1-Concrete			237B Water:	00- Not Applicable
13B Sub Inventory Route:	0	45 Number of Main Spans:	4			237C Electric:	00- Not Applicable
101 Parallel Structure:	N, No parallel structure exists	44 Structure Type Approach:	A-0- Other B: 0- Other			237D Telephone:	00- Not Applicable
*102 Direction of Traffic:	2- Two Way	46 Number of Approach Spans:	0			237E Sewer:	00- Not Applicable
*264 Road Inventory Mile Post:	18.50	226 Bridge Curve:	A. Vertical- YesB: Horizontal: No				No
*208 Inspection Area:	Area 01	111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway			247A Lighting: Street:	No
*104 Highway System:	0- Inventory Route is not on the NHS	107 Deck Structure Type:	1 - C-LP Portland Cement Concrete - Epoxy Coated Rebars			247B Navigation:	No
*26 Functional Classification:	6- Rural - Minor Arterial	108A Wearing Surface Type:	1. Concrete			247C Aerial:	No
*204A Federal Route Type:	F - Primary.	108B Membrane Type:	0. None			*248 County Continuity No.:	00
*204B Federal Route Number:	01991	108C Deck Protection:	8. Unknown			36A Bridge Railings:	1- Meets current standards
105 Federal Lands Highway:	0. Not applicable	265 Underwater Inspection Area:	0			36B Transition:	1- Meets current standards
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks					36C Approach Guardrail:	1- Meets current standards
217 Benchmark Elevation:	0000.00					36D Approach Guardrail Ends:	1- Meets current standards
* Location ID No:	105-00077D-018.46N						

Processed Date:Jun-24-2019 12:48:24 PM

Bridge Serial Number: 105-0012-0

County: Elbert

SUFF. RATING: 77.5

Programming Data

201 Project Number: SP-1128 PT1/BHF-199-1 (8)
202 Plans Available: 4- Plans in InfoImage/GAMS
249 Proposed Project Number: 00000000000000000000000000000000
250A Reconstruction Approval Status: No
250B Route Approval Status: No
250C Approval Status Definition: 0
250D Approval Status Federal: 0
251Project Identification Number: 0015543
252 Contract Date: Feb-01-1901
260 Seismic Number: 00000
75A Type Work Proposed: 0- Not Applicable
75B Work Done by: 0- Initial Inventory
94 Bridge Improvement Cost:(X\$1,000) \$594
95 Roadway Improvement Cost: (X\$1,000) \$59
96 Total Improvement Cost: (X\$1,000) \$891
76 Improvement Length: 0'
97 Year Improvement Cost Based On: 2013
114 Future AADT: 5310
115 Future AADT Year: 2031

Measurements:

*29 AADT: 3540
*30 AADT Year: 2011
109 % Truck Traffic: 1
* 28A Lanes On: 2
*28B Lanes Under: 0
210A Tracks On: 00
210B Tracks Under: 0
* 48 Maximum Span Length: 38
* 49 Structure Length: 152
51 Bridge Roadway Width: 40.1'
52 Deck Width: 42.9'
* 47 Total Horizontal Clearance: 40.1'
50A Curb / Sidewalk Width Left: 0
50B Curb / Sidewalk Width Right: 0
32 Approach Rdwy. Width: 24'
*229 Approach Roadway
Rear Shoulder Left Width: 9.2
Fwd Shoulder Left Width: 6
Rear Pavement Width: 35.8
Forward Pavement Width: 24.2
Intersection Rear: 1
53 Minimum Vertical Clearance Over Rd: 99' 99"
54A Under Reference Feature: N- Feature not a highway or railroad.
54B Minimum Clearance Under: 0' 0"
99'99"
99'99"
0'0'0"
0'0'0"
N- Feature not a highway or railroad.
0
0
0
99'99"
8.2
0
0

Type: 8 - Grass (Dirt),
Type: 8 - Grass (Dirt),
Type:2- Asphalt,
Type:2- Asphalt,
Forward0

Hydraulic Data

113 Scour Critical: 5. Foundations stable for conditions; scour within limits
216A Water Depth: 1.8
216B Bridge Height: 25.7
222 Slope Protection: 1
221A Spur Dike Rear:
221B Spur Dike Fwd:
219 Fender System:
220 Dolphin:
223A Culvert Cover: 0- None,
223B Culvert Type: 000
223C Number of Barrels: 0- Not Applicable
223D Barrel Width: 0
223E Barrel Height: 0
223F Culvert Length: 0
223G Culvert Apron: 0
39 Navigation Vertical Clearance: 0'
40 Navigation Horizontal Clearance: 0
116 Navigation Vertical Clear Closed: 0

Ratings and Posting

65 Inventory Rating Method: 1-Load Factor (LF)
63 Operating Rating Method: 1-Load Factor (LF)
66A Inventory Type: 2 - HS loading.
66B Inventory Rating: 25
64A Operating Type: 2 - HS loading.
64B Operating Rating: 41
231Calculated Loads
231A H-Modified: 21
231B Type3/Tandem: 22
231C Timber: 31
231D HS-Modified: 28
231E Type 3S2: 36
231F Piggyback: 40
261 H Inventory Rating: 18
262 H Operating Rating: 31
67 Structural Evaluation: 5
58 Deck Condition: 6 - Satisfactory Condition
59 Superstructure Condition: 5 - Fair Condition
* 227 Collision Damage:
60A Substructure Condition: 5 - Fair Condition
60B Scour Condition: 5 - Fair Condition
60C Underwater Condition: N - Not Applicable
71 Waterway Adequacy: 9-Superior to present desirable criteria.
61 Channel Protection Cond.: 5-Somewhat better than minimum adequacy to tolerate being left in place as is.
68 Deck Geometry: 6
69 UnderClt. Horz/Vert: N
72 Approach Alignment: 6-Minor reduction of vehicle operating speed required.
N - Not Applicable
62 Culvert: 5. Equal to or above legal loads
70 Bridge Posting Required: A. Open, no restriction
41 Struct Open, Posted, CL: No
* 103 Temporary Structure: No
232 Posted Loads
232A H-Modified: 00
232B Type3/Tandem: 00
232C Timber: 00
232D HS-Modified: 00
232E Type 3s2: 00
232F Piggyback: 00
253 Notification Date: Feb-01-1901
258 Federal Notify Date: Feb-01-1901

Meeting Minutes

Project:	PI 0015543 – Replacement of the SR 77/Hartwell Highway bridge over Coldwater Creek in Elbert County		
Subject:	Concept Team Meeting		
Date and time:	August 08, 2019 - 10:15 am		
Meeting place:	District 1 Area Office	Minutes by:	ALR
Attendees:	See Sign-In Sheet		

1. Introductions and Project Overview

- a. The GDOT PM began the meeting with project introductions and a brief project overview.

2. Review of Concept Report

- a. The Atkins PM went over the draft Concept Report (CR). The following were discussed in greater detail during the meeting:
 - i. Atkins will remove the statement about the temporary detour bridge in the Major Structures table. Atkins will also update the Mainline Design Features Table to reflect the preferred alternative's features.
 - ii. Atkins will change the design vehicle for Proposed in the Mainline Design Features table to "WB-67".
 - iii. Atkins will update utility involvements based on the Utility Cost Estimate received at the meeting.
 - iv. It was noted by GDOT Utilities that there are several utilities on the east side of the bridge, where the temporary work bridge is located in Alternative 1. District Utility recommended increasing the cost for alternative 1 by \$230,000, and to add three to five months to the construction schedule. It was also noted that there is a 6" gas line located on the west side of the bridge that may be close to the proposed ROW.
 - v. GDOT Utilities recommended SUE for this project to expedite the utility process and confirm accurate locations for plan development. The SUE section of the report will be changed from "No" to "Yes". Atkins will add SUE Quality level B to the next task order request for preliminary design.
 - vi. District 1 recommended specifying ROW instead of easements. If a utility easement is needed, it may also be purchased as ROW.
 - vii. Atkins has updated the proposed bridge length to 168-ft based on correspondence with our bridge group.
 - viii. For Alternative 1, Atkins recommended a temporary work bridge east of the existing bridge, since the creek turns north to run parallel to the road west of the existing bridge. The west temporary bridge would be longer than an east temporary bridge.
 - ix. Fencing easement will be added during design if a fence is impacted.
 - x. Atkins verified with the environmental group that a bat survey is not needed since bat presence has already been confirmed in Elbert County.
 - xi. Atkins will verify that there are no overlapping detours or projects within the proposed detour route.
 - xii. Atkins will determine if 404 Mitigation cost are required and will update the concept costs if needed.
 - xiii. GDOT Preconstruction noted a recent fatal accident occurred at the intersection of SR 172 and Bio Church Road, which is on the project's detour route. A TE study was performed and improvements were not recommended. However, the safety office requested Atkins to do a separate study on the intersection. Atkins recommended to convert the intersection to all-way stop-controlled and to continue monitoring the crashes. The study was presented to GDOT on 8/13/19 and it was sent to District 1. This should not affect the proposed detour route for the preferred alternative if selected.

Meeting Minutes

3. Action Item

- a. Atkins to update CR and submit by end of August 2019 to GDOT PM.

This document represents Atkins' interpretation of the meeting. Please contact the project manager if you have any questions.

Meeting Subject: Concept Team Meeting for PI Nos 0015532, 0015543 & 0015557

Location: District 1 Office

Time: 9:30 AM - 12:00 PM

Date: August 8, 2019

SIGN-IN SHEET

Print Name	Office	Phone	Email
Darrell Richardson	OPD-AECOM/DPE	678-730-1448	drichardson@dot.ga.gov
Adam Dykes	ATKINS	678-247-2444	Adam.Dykes@gmail.com
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Jason Kunkle	ATKINS	678-247-2645	Jason.Kunkle@atkinsglobal.com
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Rachel Bowen Ark	GDOT		
Rachel Rosenström (Osburn)	GDOT		
Jonathan Clark	GDOT		
Sue Anne Decker	GDOT	770-533-8490	sdeckar@dot.ga.gov
Philip "Shane" Jones	GDOT	706-969-3690	phjonex@dot.ga.gov

Georgia Department of Transportation
Bridge Replacement Project
EMS and Fire Response Impact Form

Using the attached project map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Non-known” if no relevant information to question is available. If additional information or mapping for this project is needed, please contact us.

1. Please rate the impact to Emergency Response services if the bridge were closed for up to a year.

☐ No Impact ☐ Low Impact ☒ Moderate Impact ☐ High Impact

2. If there are concerns please specify. Be as specific as possible. (examples: condition of detour routes, located in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)

Detour routes of a state highway to county roads. Impact of excessive amount of traffic on county road infrastructure.

Weight restrictions on county road bridges.

3. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

No

4. Is there anyone you feel we should contact specifically regarding this project? Please note their name, contact information, and reason we should contact them?

No

5. Are there any additional comments you have for this project? Are the road names referenced the names the locals would use?

No/Yes

Form Completed by (Name): Chuck Almond

(Title): Director Elbert County Emergency Services

Date: 4/28//2017

Georgia Department of Transportation
Bridge Replacement Project
Detour Impact Form for Local Government/County
PI No. 0015543, Bridge Serial No. 105-0012-0, Elbert County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Not-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us using the information provided in the cover letter.

1. Please quantify the number of impacts anticipated by the off-site detour shown on the attached map.

Daily Number of vehicles ✓

Daily Number of Trucks ✓

Number of Residences ✓

Number of Businesses ✓

Detour Length ✓

2. Please rate the impact on service if the bridge were closed for up to a year? (Please note that any concerns identified here must be explained in #3 below, in order for the Project Designers to address the concerns)

☐ No Concerns

☐ Moderate Concerns

☒ Major Concerns

3. **If concerns were identified** on #2. Please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for “Major Concerns” is checked, a response of N/A would not be valid.*

Concerns about the number of poultry feed trucks and logging truck that will use local roads inadequate to handle these loads. Concerned with emergency services extended length of time to access emergencies

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

Concerned with the number of road closings that are projected for Hart County in this area. Those closings will have a high impact in this area!

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them? (Separate letters and detour forms have been sent to the County EMA Director and the Superintendent of Schools.)

News media and road superintendent should be notified -

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Sooner or later, all traffic will use local roads because of the long distance for detour. Very concerned about the amount of truck traffic using local roads

7. Estimated width of existing right-of-way at bridge 100 ft

Form Completed by (Name): Bob Thomas

(Title): County Administrator - Elbert County

Date: 10/1/2019

☐

By checking this box, we support the bridge replacement utilizing an off-site detour.

We prefer on-site bridge detour if possible.

Georgia Department of Transportation
Bridge Replacement Project
Detour Impact Form for School Board
PI No. 0015543, Bridge Serial No. 105-0012-0, Elbert County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Not-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. How many School Buses cross the bridge per day?

Number of Buses 3 Routes Number of Trips 6

2. Please rate the impact on service if the bridge were closed for up to a year?

☐ No Concerns ☐ Moderate Concerns ☒ Major Concerns

3. If concerns were identified on # 1, please specify what they are, and be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for “Major Concerns” is checked, a response of N/A would not be valid.*

The bridge closing could add an extra forty-five minutes to these routes

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

NA

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

NA

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

A onsite detour would be preferred for our needs.

Form Completed by (Name): Mark Cartledge

(Title): Transportation Director Elbert County Schools

Date: Oct. 8 2019

☐

By checking this box, we support the bridge replacement utilizing an offsite detour.